

G/I-253
14 March 58

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D/GG/S Comments on [REDACTED] Study on the Reconstruction
of the Mariinskiy Canal System

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This branch finds the attached study to be a commendable compilation of available data on the subject matter. There is no disagreement as to the accuracy of the information presented [REDACTED], as well as with the additional factual material provided by S/TR. Source material available in D/GG/S files provides some additional facts which should be brought to the attention of the author [REDACTED].

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1. Comments on Section 1 "Reconstruction Plan"

FDD Summary #1410, 30 July 1957, indicates that seventeen wharves will be built along the route of the Volga-Baltic canal system to improve navigation.

2. Comments on Section 3 "Route and Capability"

According to Vodnyy Transport No. 102, 28 Aug. 56, freight traffic on the Mariinskiy Canal system will include southbound Kola apatite and Karelian timber, as well as grains, Pechora coal, and other bulk cargo bound northward for the Baltic region.

3. Comments on Section 4 (ii) "New Installations-Locks"

FDD Summary #1136 provides information taken from Sovetskaya Rossiya #24 of July 1956 that the Shumkina lock is to be constructed of prefabricated reinforced concrete.

4. Comments on Section 4 (iii) "Reservoirs"

According to FDD Summary #1304, 23 April 1957, it appears that more than 200 populated places (including the rayon center "Annenskiy Most") must be removed from the area of the Cherepovets reservoir alone.

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The [REDACTED] figure on the bottom of page 3 referring to 214 places to be removed from flooded areas (presumably of all reservoirs) appears to be questionable.

5. Comments on Section 6 "Work in Progress. July 1956 - September 1957"

Relative to construction work in progress, the above source also indicates that construction of the reported paved highway, as well as of industrial enterprises and temporary settlements has now (as of 9 April 1957) been mainly completed. In addition to that, an electric power transmission line has gone into operation and the construction of permanent villages at the Vytegra, Belousovo, and Cherepovets hydrotechnical structures has been finished.